

(Advertisement.)

HOLBORN HILL VIADUCT.

Athenæum Club House, London, December 1st, 1866.
TO THE EDITOR OF THE BUILDER.

SIR,—I perceive you have, in your commendatory remarks on Mr. Streat's plan of the viaduct from Holborn to Spencehill, observed, in your leading article of the 14th November, you had not then seen the financial details of the scheme. That defect I now beg to remedy by inclosing a printed copy of what a friend has extracted from the reports of the Commons House of Parliament, to which he now proposes to add only one-third for increase since its date in 1833, being thirteen years of the most unexampled prosperity and peace that the British empire ever enjoyed; and during which period the railroads have more than doubled the previous ingress and egress of strangers into the metropolis; the results are the most gratifying and remunerative.

I beg to add, that besides your own, the project has received the suffrages of many other influential and widely circulated journals, unbiased, and disinterested; and that many of the leading members of the City Government are fully ruminating on its plan and details, and as a necessary consequence, the offers of taking shares are numerous, substantial, and satisfactory.

The necessary plans have been deposited with the authorities, and all other legal steps are being carried into execution to prevent any failure in Parliament from any want of form. I have no doubt its merits, and the great necessity for its completion, will carry it triumphantly through both houses, even if assailed there by ignorance or interested opposition, and it will there burst upon the world and the country, as *fulcrum*, as startling in its conception and execution, though we may easily believe not, like them, disastrous in effect, as the Spanish-Franco marriage or the unprincipled and tyrannical seizure of Cracow.

I remain your obedient servant, A. COMPTON.

Evidence of the traffic passing this thoroughfare in the year 1833, and revised in the year 1859, before Sir Matthew Wood and a special committee of the House of Commons.

30,000,000 pedestrians: then suppose	£.	s.	d.
one-third, or 6,666,666 to pass over			
the viaduct: at a halfpenny	13,333	17	0
87,640 equestrians: then suppose one-			
half, or 43,820, ditto at a halfpenny	91	5	10
373,470 carts and waggons at three			
halfpence:	2,372	18	9
236,678 cabs, &c. at one penny	953	19	0
218,100 omnibuses:	904	15	0
466,110 chairs and taxed carts ditto	1,917	2	6
334,917 chariots:	1,474	18	6

To rents of houses and shops:	21,598	16	7
	5,700	0	0
	27,308	16	7

By these data, it may fairly be assumed, since 1833, the traffic has increased one-third:

Annual income:	9,099	13	3
Minus annual expenses of repairs, toll			
collectors, and other agencies:	36,399	8	9
	1,300	8	0

Net annual income:

The estimated cost of the viaduct, including purchase of property and compensation, £78,000.

The public generally may judge for themselves, by the foregoing remunerative table, as to whether the Holborn Hill Viaduct will be a productive scheme or not. 1st December, 1866. VERITAS.

Miscellaneous.

CHARING-CROSS.—In the thirteenth century, Charing was a small hamlet of some half-dozen houses; and the foolish tradition which asserts that it derived its name from "*chere-reine*," is sufficiently disproved by the name having been in use before the death of Queen Elinor. The cross that stood here was one of those erected to that queen's memory; but as to its being "from a design of Cavallini," later inquiries have proved that he had nothing to do either with the crosses or the monument in the Abbey—he being a boy at the time of Elinor's decease. From the curious rolls published by Mr. Turner in his "*Manners and Household Expenses in the Thirteenth and Fifteenth Centuries*," we learn that the cross at Charing was commenced by Richard de Crundale; who, dying before it was finished, left its completion to Roger de Crundale, the joint builder of Waltham Cross. The figures that adorned it were the work of Alexander of Abingdon. Indeed, there is every reason to believe that these beautiful crosses were almost entirely the work of Englishmen.—*Athenæum*.

CONSECRATION OF ST. JOHN'S CHURCH, FAIRSWORTH.—This church, the foundation-stone of which was laid on August 7th, 1815, was consecrated on Thursday by the Lord Bishop of Chester, in the presence of a large assembly of the clergy. This church is designed in the early English style of architecture, by Mr. Shellard. It consists of a lofty nave, with clerestory, north and south aisles, chancel, western tower, with broach spire, and north porch. The tower, at the present time, is only carried to the height of the nave roof, in consequence of the shortness of the means placed at the disposal of the committee. The accommodation on the ground floor, and in the gallery at the west end, is for about 800, and the cost, without the tower, has been but little more than 2,400l. The builders were Messrs. Coulthart and Foggett, of Cheetham Hill, and Messrs. Heyworths, of Todmorden.

ROCK-TOMBS AT MYRA, ASIA MINOR.—We devote to-day to the examination of the ruins; and repair, after breakfasting, to the group of rock-tombs a few yards south of the theatre, where the face of the bold hill rising above it is studded with carved sepulchres wherever the rock is of good texture. All of them are elaborately chiselled. Several have angular pediments, bearing groups of figures in low relief, and one or two are detached except at their bases, in imitation of built habitations. The greater number are of that striking and elegant form peculiar to Lycia, having square mullions and empanelled fronts, ornamented with flat projecting ledges, carved beneath in elegant imitation of rafters of wood supporting a roof. The whole presents the most unique and picturesque assemblage of rock-tombs in Lycia, and they have been considered as a group superior to any in Petra, by a traveller who has seen both localities. We separated, as usual, to examine the inscriptions; and, after collating the two or three copied by Sir C. Fellows, we were so fortunate as to find several others, both Greek and Lycian, that had never before been copied. More interesting than a hundred funeral inscriptions was one scratched or notched in the wall of the ante-chamber of a rock-tomb, by some Greek lover of old. It proclaimed his passion, "*Moschus loves Phyllis*, the daughter of Demetrius." From these rock-tombs we literally stepped into the theatre, which is overlooked and joined by some of them,—a strange and unnatural union, the playhouse married to the grave—the playgoer resting against the house of death, whilst gazing on the most vivid of the recreations of life. The entrance to the theatre from below is by an arch supporting the seats at its southern extremity, and leading through a labyrinth of vomitories, passages, and stone staircases, to the diazoma. This enormous fabric has almost all its rows of seats perfect. Its diameter, according to Mr. Cockerell, who first discovered it, is three hundred and sixty feet. The arena is now a corn-field. A large portion of the proscenium is still standing. It appears to have been a highly finished building, the wings ornamented with polished granite columns surmounted by Corinthian capitals of white marble, one of which is still in its place.—*Travels in Lycia*. By Lieut. Spratt.

PROFESSIONAL EDUCATION.—What is the present education of our engineers, architects, and surveyors? A youth who may, or may be thought to possess "a taste for drawing," whose parents are what the world calls "well to do," is sent into the office of a man whose eminence must be in ratio with the sum paid for the articles. Here he finds others with the same happy genius as his own. Forthwith he is set to draw plans, elevations, and sections. He sees much, he hears much, he does much,—but is the wiser for none. His companions cannot instruct him, and his master has something more profitable to do than to teach tyros an art which engrosses his time and fills his pocket. Left to himself, by dint of time and practice, he becomes thoroughly acquainted with that all-important subject, "the routine of the office;" knows well the style of thing that suits client So and So, and the London and Somewhere-else Railway; but of the elements, principles, theory, and practice of the science, few pupils carry with them from their masters' offices a thorough, or even sufficient knowledge. We are far from saying that a right-minded, talented youth may not, in the ordinary practice of an office, combined with earnest home-study, acquire a thorough knowledge of his profession; but this implies, what is not commonly found in young men, an innate love of learning and ardent desire of fame. It cannot be said that the picture is too highly coloured. We put it to the professions whether this statement of the manner of educating our young engineers, &c., is not strictly true? They will admit that the mere routine of practice is the great end of the instruction given; the acquisition of elementary and theoretical principles being left to the pupil's private study, or more probable utter neglect.—*Patent Journal*.

INTRA-MURAL BURIALS.—Mr. G. A. Walker's powerful lecture on this subject, last Friday, at the London Mechanics' Institution, was a knock-down blow to the system, from which it can scarcely recover. We look anxiously for the promised Government measure.

BED ROOMS.—"Their small size and their lowliness," says Sir James Clark, "render them very insalubrious, and the case is rendered worse by close windows and thick curtains and hangings, with which the beds are often so carefully surrounded as to prevent the possibility of the air being renewed. The consequence is, that we are breathing vitiated air during the greater part of the night; that is, during more than a third part of our lives; and thus the period of repose, which is necessary for the renovation of our mental and bodily vigour, becomes a source of disease. Sleep, under such circumstances, is very often disturbed, and always much less refreshing than when enjoyed in a well-ventilated apartment. It often happens, indeed, that such repose, instead of being followed by renovated strength and activity, is succeeded by a degree of heaviness and languor, which is not overcome till the person has been some time in a purer air. Let a mother, who has been made anxious by the sickly looks of her children, go from pure air into their bed-room in the morning before a door or window has been opened, and remark the state of the atmosphere, the close, oppressive, and often fetid odour of the room, and she may cease to wonder at the pale, sickly aspect of her children. Let her pay a similar visit some time after means have been taken, by the chimney ventilator or otherwise, to secure a full supply, and continual renewal, of the air in the bed-rooms during the night, and she will be able to account for the more healthy appearance of her children, which is sure to be the consequence of supplying them with pure air to breathe."

ARCHITECTURAL SCHOOL OF DESIGN.—We are requested to mention that it is proposed to hold a private meeting, in a few days, to take into consideration the best course to be adopted with regard to the formation of an Architectural School of Design; and it is requested that gentlemen favourable to the scheme will communicate with Mr. Keble, 12, Camden-street North, Camden-town, or with Mr. Gray before mentioned. Two correspondents suggest, that the Institute should aid the endeavour by granting the use of a room periodically.

A LUCKY ARCHITECT.—Mr. Shellard, the architect, of Manchester, is at present engaged in the erection of a church at Everton, Liverpool, for the Horsfall family, which will cost about 7,000l., exclusive of the endowment, and of the expense of the schools to be erected in connection with it. The *Manchester Courier* says Mr. Shellard is at present engaged upon twenty-nine new churches, to be erected, or in course of erection, in the diocese of Chester and the neighbouring dioceses.

PROJECTED WORKS.—Contracts have been called for, by advertisement, for works in stone and wood at Holyhead Harbour; for a wooden swivel bridge, and other machinery and works in iron, stone, brick, wood, and concrete, at Folkestone Harbour; for a stone breakwater at Granton Harbour, near Edinburgh; for about ten miles of the Shrewsbury, and Birmingham, and Shropshire Union Railways; for maintenance of the way and works of the London, and South Coast Railway, &c.

THE SEWAGE COMPANY.—Notices have been given of the intention to apply to Parliament for an Act to enable the Sewage Manure Company to make drains, tunnels, sewers, &c., under the city, to Barking-Reach, where reservoirs, &c., are to be formed for the reception of the manure.

DESTRUCTION OF ANTIQUITIES.—The Town Council of Gloucester have determined, by a majority of one, to destroy the ancient Boushall in that city. The Archaeological Association should make some efforts in its favour, and endeavour to avert the contemplated act of Vandalism.

WORKS IN IRELAND.—There are now employed on the works of the Waterford and Limerick Railway, in and about Limerick, 120 carpenters at wages varying from 3s. 4d. to 4s. per day; 52 smiths earning from 3s. 10d. to 4s. per day; 250 masons at 4s. 3d., and 50 labourers at 1s. 6d.

REWARDS TO SCIENCE.—At the anniversary meeting of the Royal Society, on Monday last, medals were presented to M. La Verrier, for the discovery of the new planet which bears his name; to Faraday; and to Professor Owen. A cloud of honours, narrowly escaped by an Englishman, is falling over La Verrier.